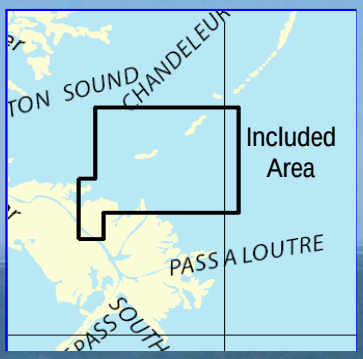
BookletChart™

Baptiste Collette Bayou to Mississippi River – Gulf Outlet

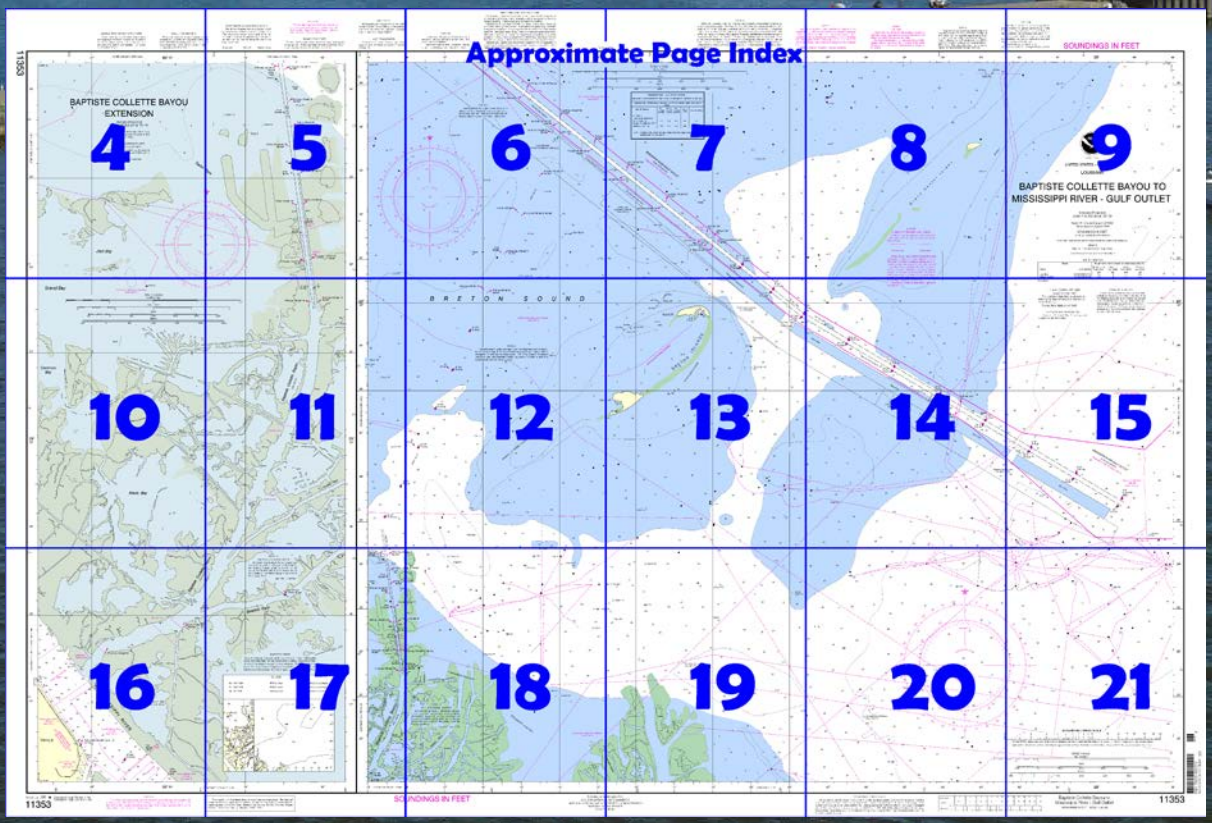
NOAA Chart 11353

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

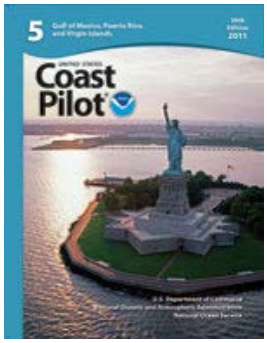
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/coastpilot_w.php?book=5.

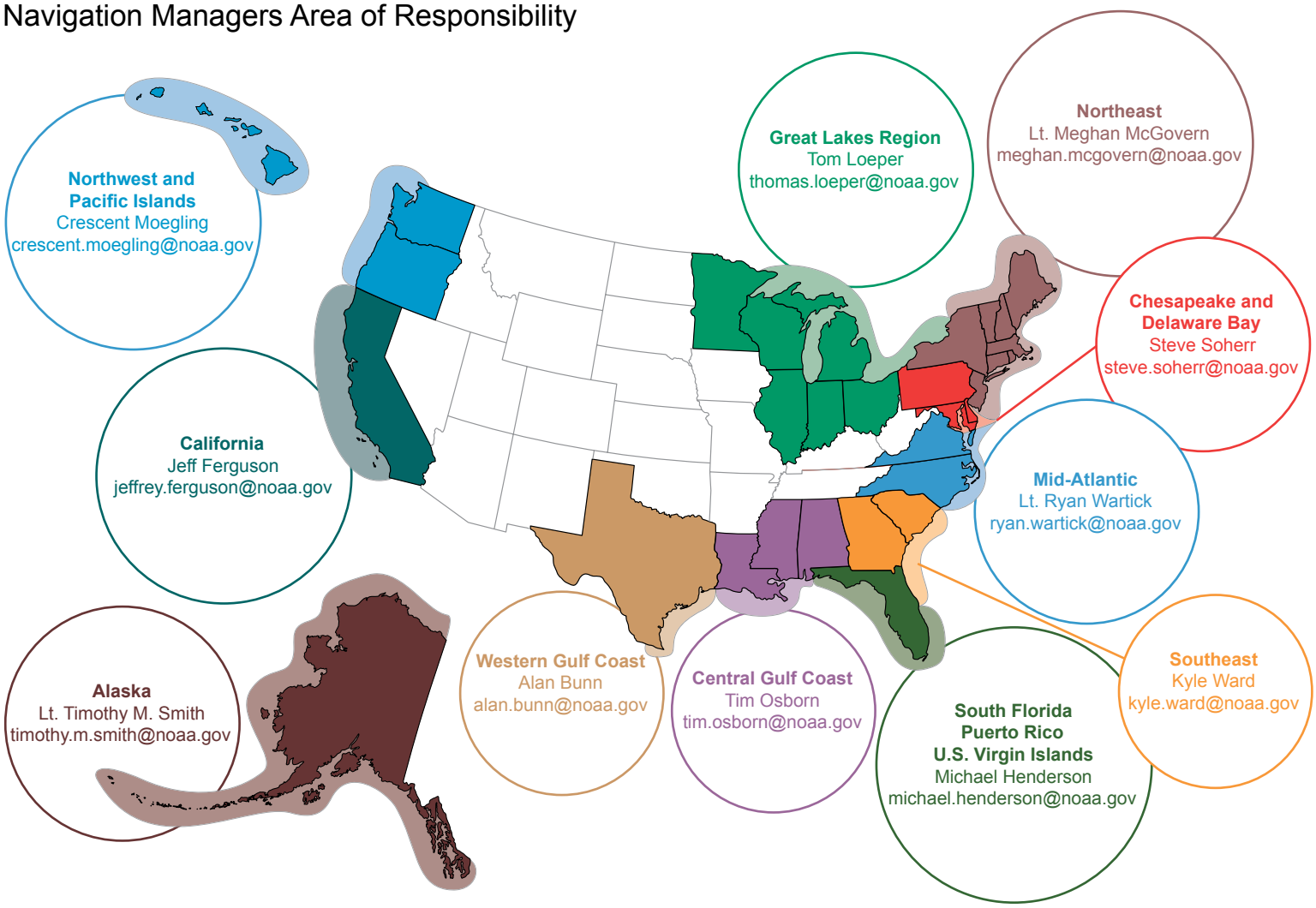


[Selected Excerpts from Coast Pilot]
Southwest Pass, the westernmost of the passes of the Mississippi, is 18 miles WSW of South Pass entrance and 295 miles E of Galveston entrance. The pass has been improved by the construction of jetties on both sides at the entrance.
Near the ends of the jetties the depths are somewhat changeable, although there appears to be deep water in the Gulf from nearly every direction up to within 2 miles of the entrance.
Baptiste Collette Bayou, on the E side of the river 11.5 miles AHP, connects the Mississippi River with Breton Sound. The entrance from Breton Sound is protected by jetties. In 2010, the controlling depth was 7 feet in the entrance channel to Light 7, thence 12 feet through the jetties; thence in 1997–2010, 9 feet to the Mississippi River. The channel is marked by lights and daybeacons. In 2009, shoaling to 2 feet was reported in the entrance channel rnear light 1 and Light 2.
Boothville is a small town on the W side of the river about 16.1 miles AHP. A public wharf 100 feet long is 14.7 miles AHP.
Venice is a fishing and marine repair center on the W side of **Grand Pass** just inside **The Jump**. Oil companies have service and repair bases, and drilling mud, pipe, and equipment are loaded here for the offshore drilling rigs in the Gulf. Boatyards have a 150-ton lift and cranes to 100 tons; hull and engine repairs are made. Oil well platforms are built at Venice. Gasoline, diesel fuel, water, ice, provisions, marine supplies, berths, a 3-ton lift, and ramps are available at marinas. An abandoned Corps of Engineers wharf is on the W side just N of The Jump, Mile 10.7 AHP. Wharves and small-craft landings are at Venice on Grand Pass and on the W side of the river between Venice and Boothville.
Tiger Pass, close W of Grand Pass, connects the river via the Jump with the Gulf. In 2012, the midchannel controlling depth was 5 feet in the entrance channel to the entrance, thence 2 feet at michannel to the junction with the Mississippi River. In 2006, numerous pipelines were reported possibly exposed; seeking an alternate route is advised. The entrance from the Gulf is protected by jetties. Lights and daybeacons mark the entrance and the lower 5 miles of the pass. **Venice Coast Guard Station** is on the W side of the head of the pass at Venice.
The Jump is an opening on the W side 10.6 miles AHP, where Grand Pass, Tiger Pass, and several smaller passes connect with the river. There is a sill across the entrance at a depth of about 15 feet and a depth of about 4 feet can be carried through Grand Pass into the Gulf.
Main Pass, in 1984, had a controlling depth of 4 feet from the Mississippi River for about 2.1 miles, thence there was shoaling to Breton Sound. In August 1984, it was reported that vessels of 3-foot draft could navigate the pass at high water. This pass is used considerably by fishing vessels and oil companies operating in **Chandeleur and Breton Sounds**.
Cubits Gap is an opening on the E side of the river about 3.5 miles AHP, at which **Raphael Pass**, **Main Pass**, **Octave Pass**, and **Brant Bayou** meet and connect with the river. These passes are navigable for small craft, but Main Pass is the only one having a navigable connection with the Gulf. A sill of willow brush weighed down by rocks has been laid across the entrance to each of these passes. With local knowledge, certain spots along the sills may be crossed by drafts of 5 to 9 feet.
Cubits Gap Light 4, on the SE side of the gap, is shown from a skeleton tower with a red triangular daymark.
Pilottown, a small village on the E side of the river 2 miles AHP, is the exchange point for bar pilots and river pilots for both inbound and outbound vessels. A wingdam about 1.6 miles AHP is marked by a light. The pilots' wharf about 2 miles AHP and a wingdam inshore on the E side are marked by private lights. The Ergon Co. wharf, Mile 2.4 AHP, about 0.6 mile N of the pilot wharf, has berthing for 600-foot vessels and 38 feet alongside. Crude oil is shipped and received mostly by barge.
From **Head of Passes** northward to **New Orleans**, the river has a least width of 600 yards and a clear unobstructed channel with depths of 31 to 194 feet. There are a few shoals along the river banks. The outer limits of a shoal on the E side of river, 8.2 miles AHP, is marked by lighted buoys. On both sides of the river the land is dry, and in the lower reaches it is covered mostly with coarse grass and willows.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans	Commander 8th CG District New Orleans, LA	(504) 589-6225

Navigation Managers Area of Responsibility

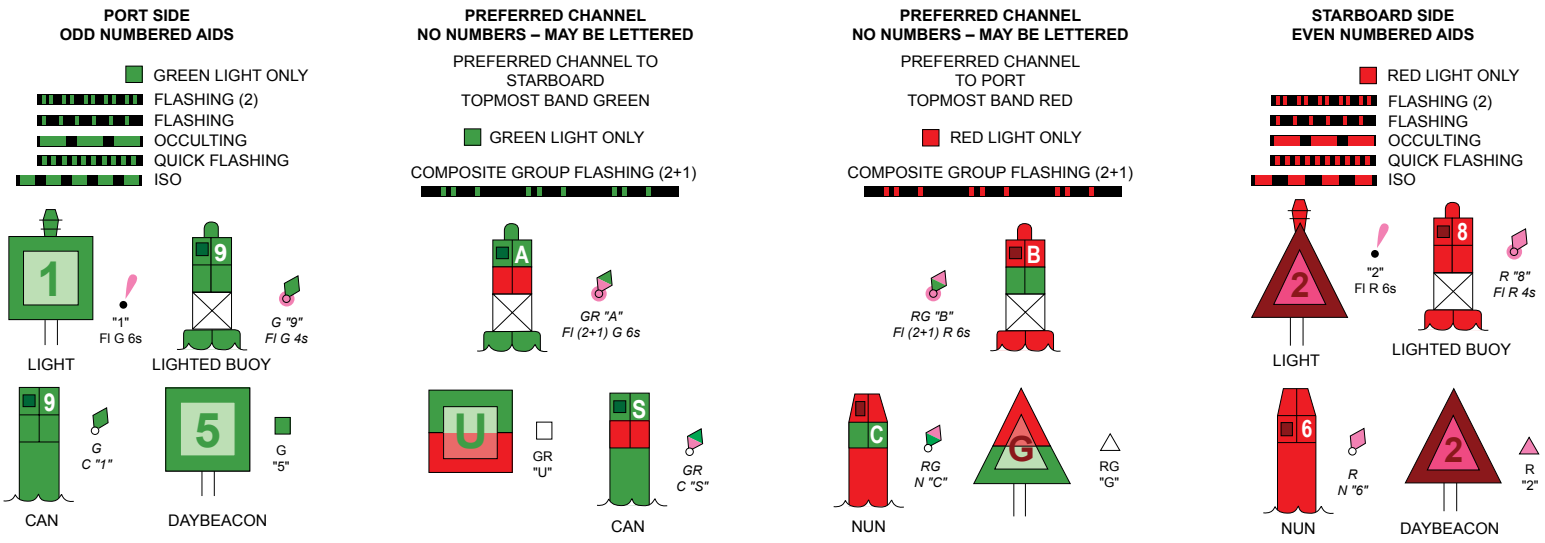


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

11353

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

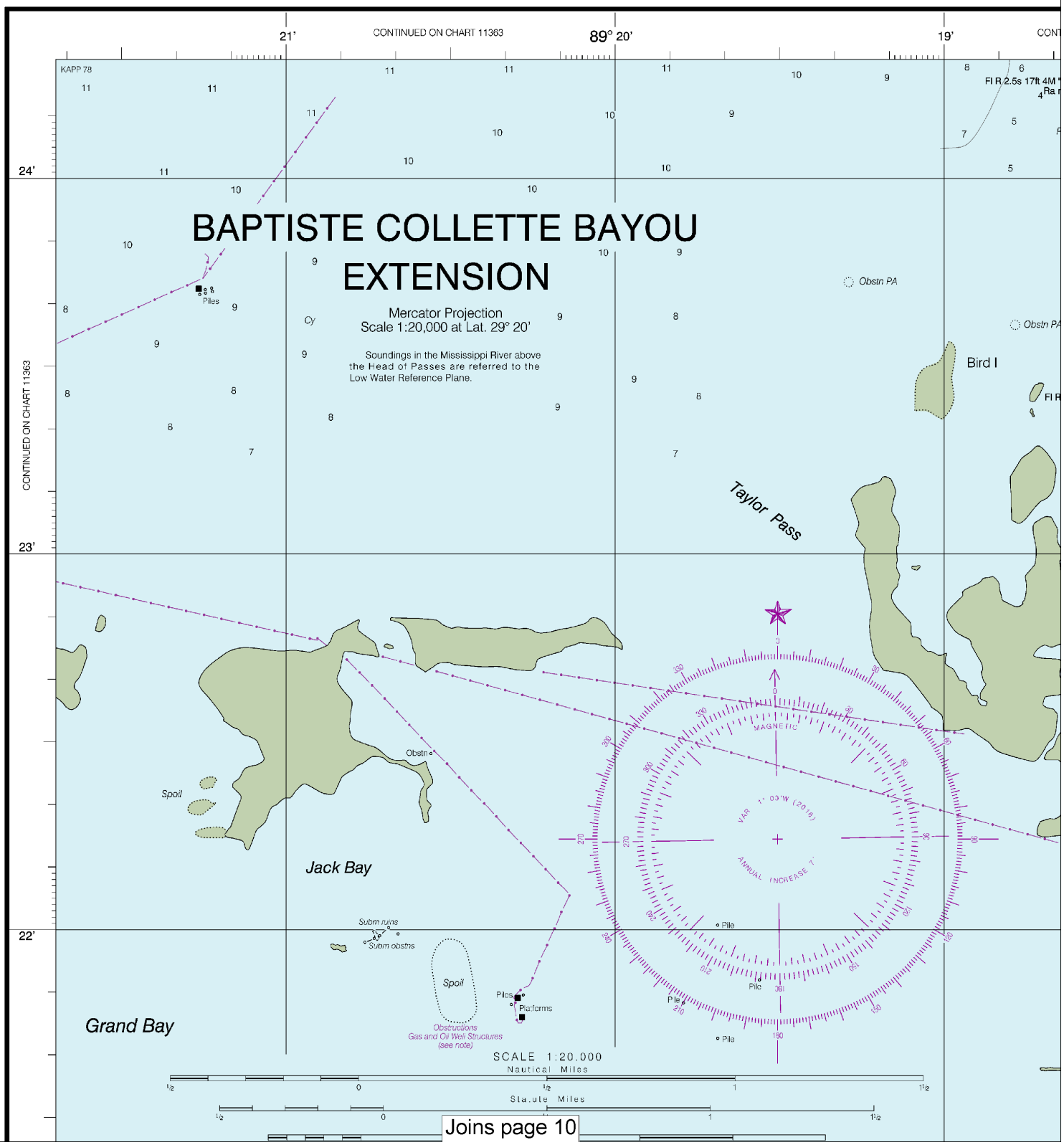
POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Buras, LA WXL-41 162.475 MHz



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

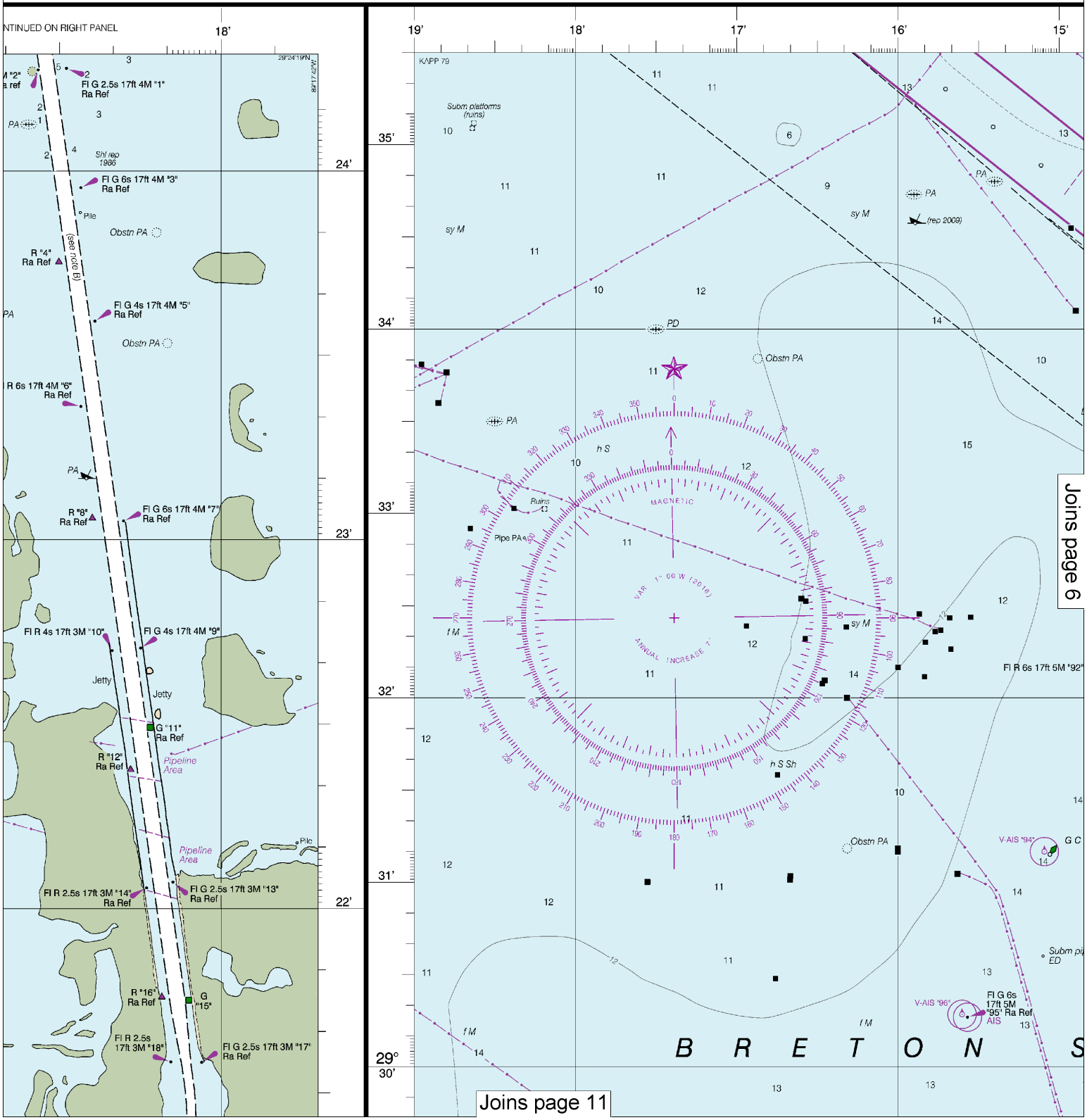
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

HURRICANES AND TROPIC

Hurricanes, tropical storms and othe considerable damage to marine structures, vessels, resulting in submerged debris in un

Charted soundings, channel depths and s conditions following these storms. Fixed aid damaged or destroyed. Buoys may have b positions, damaged, sunk, extinguished or Mariners should not rely upon the positio navigation. Wrecks and submerged obstruct from charted locations. Pipelines may have b

Mariners are urged to exercise extreme c report aids to navigation discrepancies and nearest United States Coast Guard unit.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

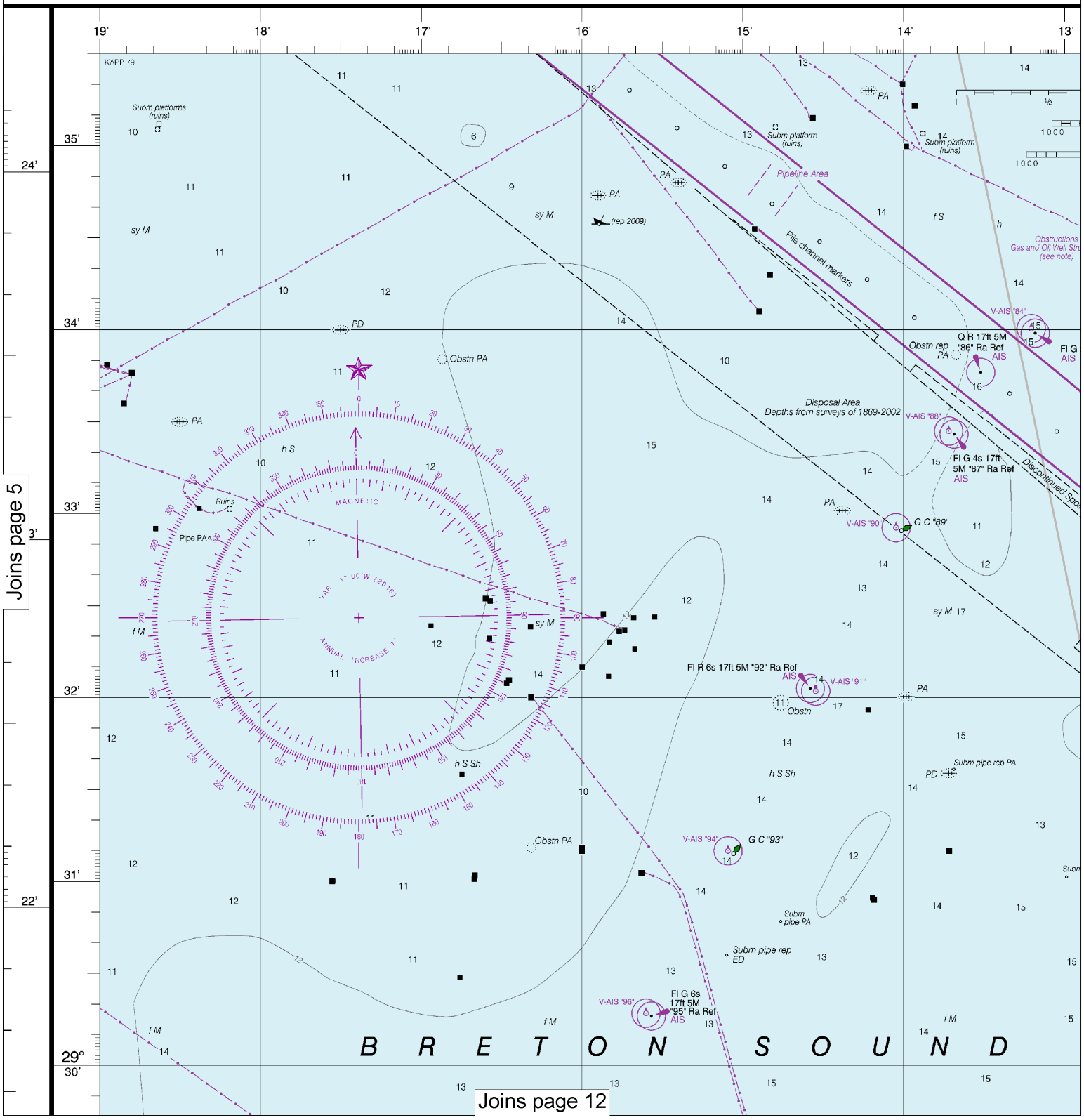
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.



6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500

st Ed., Apr. 1999

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.746" northward and 0.168" westward to agree with this chart.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

Navig
Coast Pil
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of the Dis
L.A.
Refer

12' 11' 10' 09' CONTINUED ON CHART 11363 08' 07'

SCALE 1:40,000
Nautical Miles 0 1 2 3
Yards 0 1000 2000 3000 4000 5000
Meters 0 1000 2000 3000 4000 5000

R N "82" Obstn
V-AIS "81"
Subm platforms (ruins)
G 2.5s17ft 5M "83" Ra Ref
MISSISSIPPI RIVER GULF OUTLET (de-authorized)
Regulation 162.75 (see note A)
THREE NAUTICAL MILE LINE (see note X)
Subm platform (ruins)
Subm pipe PA
Obstn PA
Well
Discontinued Spoil Area
Dump Site (discontinued) (dredged material) (see note S)
Pipeline Area
Q R 20ft "28" Priv
Q G 20ft "27" Priv
Obstn rep PA
Subm pipes PA
Subm platforms (ruins)
Or Priv
Obstn PA
TERRITORIAL SEA (see note X)
Depths from surveys B69-2003
Shoal
Shl rep 1994
North Pl

Joins page 8
Joins page 13

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.746" northward and 0.168" westward to agree with this chart.

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NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in New Orleans, LA.

Refer to charted regulation section numbers.

Regul
contained
informatio
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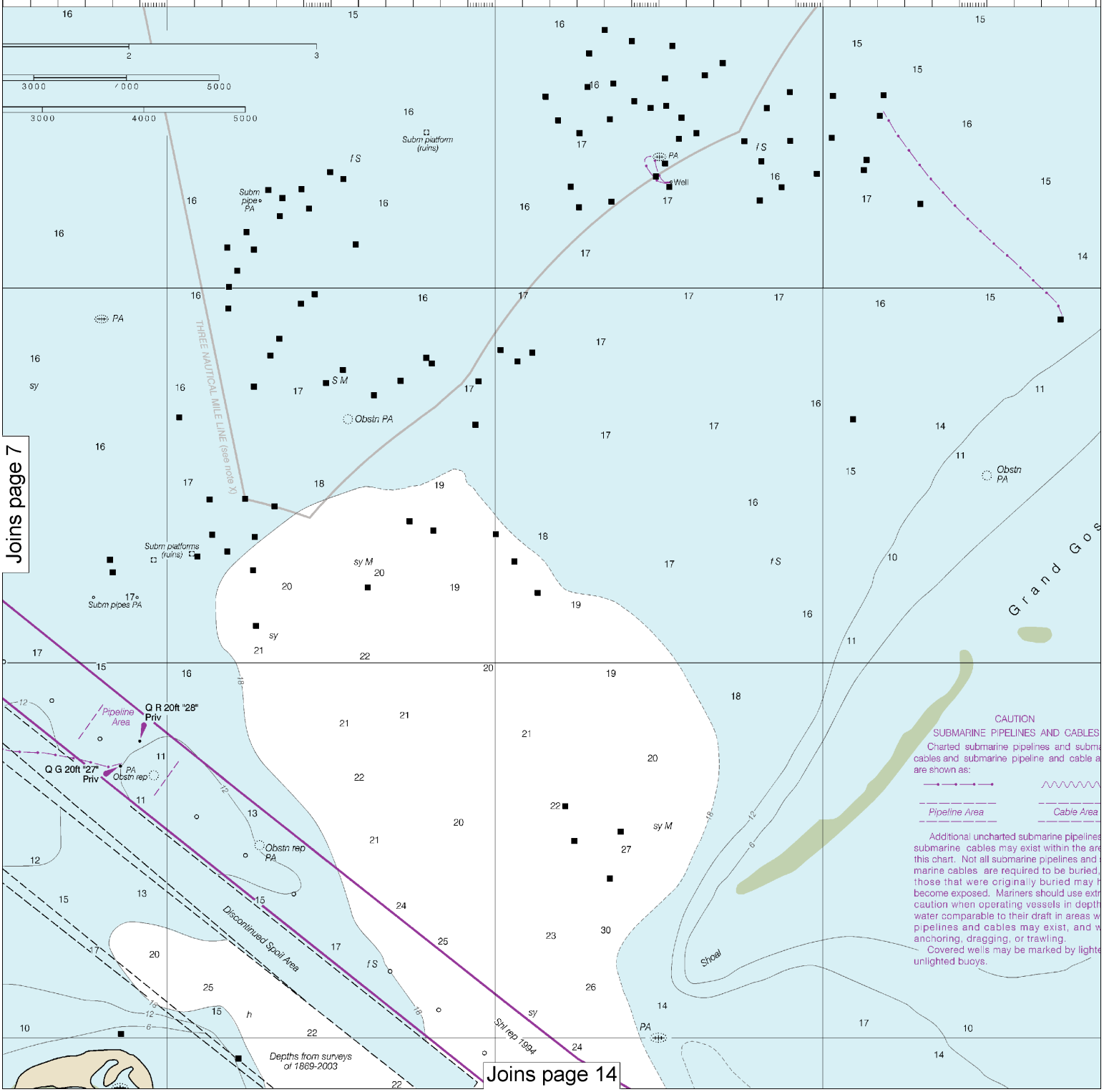
from the E
See U.S. C
EPA office
dates may

1' 10' 09' CONTINUED ON CHART 11363 08' 07' 06' 05'



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 1 1½

Yards: 500 0 500 1000 1500 2000 2500

NOTE S

ulations for Ocean Dumping Sites are
ed in 40 CFR, Parts 220-229. Additional
tion concerning the regulations and re-
nts for use of the sites may be obtained
Environmental Protection Agency (EPA).
. Coast Pilots appendix for addresses of
ces. Dumping subsequent to the survey
ay have reduced the depths shown.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

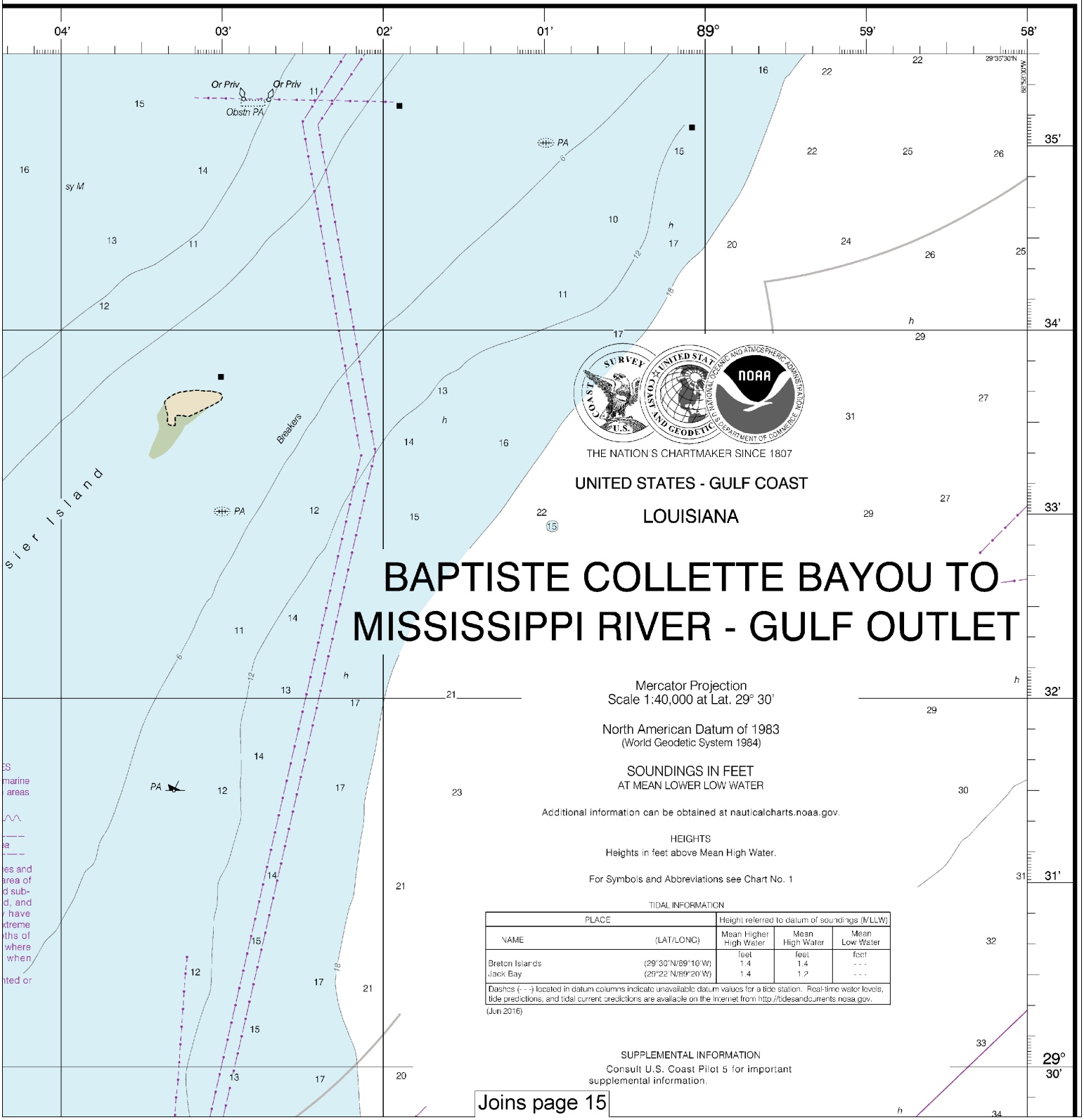
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION
GAS AND OIL WELL STRUCTURES

Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

SOUNDINGS IN FEET



THE NATION S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

LOUISIANA

BAPTISTE COLLETTE BAYOU TO MISSISSIPPI RIVER - GULF OUTLET

Mercator Projection
Scale 1:40,000 at Lat. 29° 30'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
Heights in feet above Mean High Water.

For Symbols and Abbreviations see Chart No. 1

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Breton Islands	(29°30'N/89°10'W)	1.4	1.4	- - -
Jack Bay	(29°22'N/89°20'W)	1.4	1.2	- - -

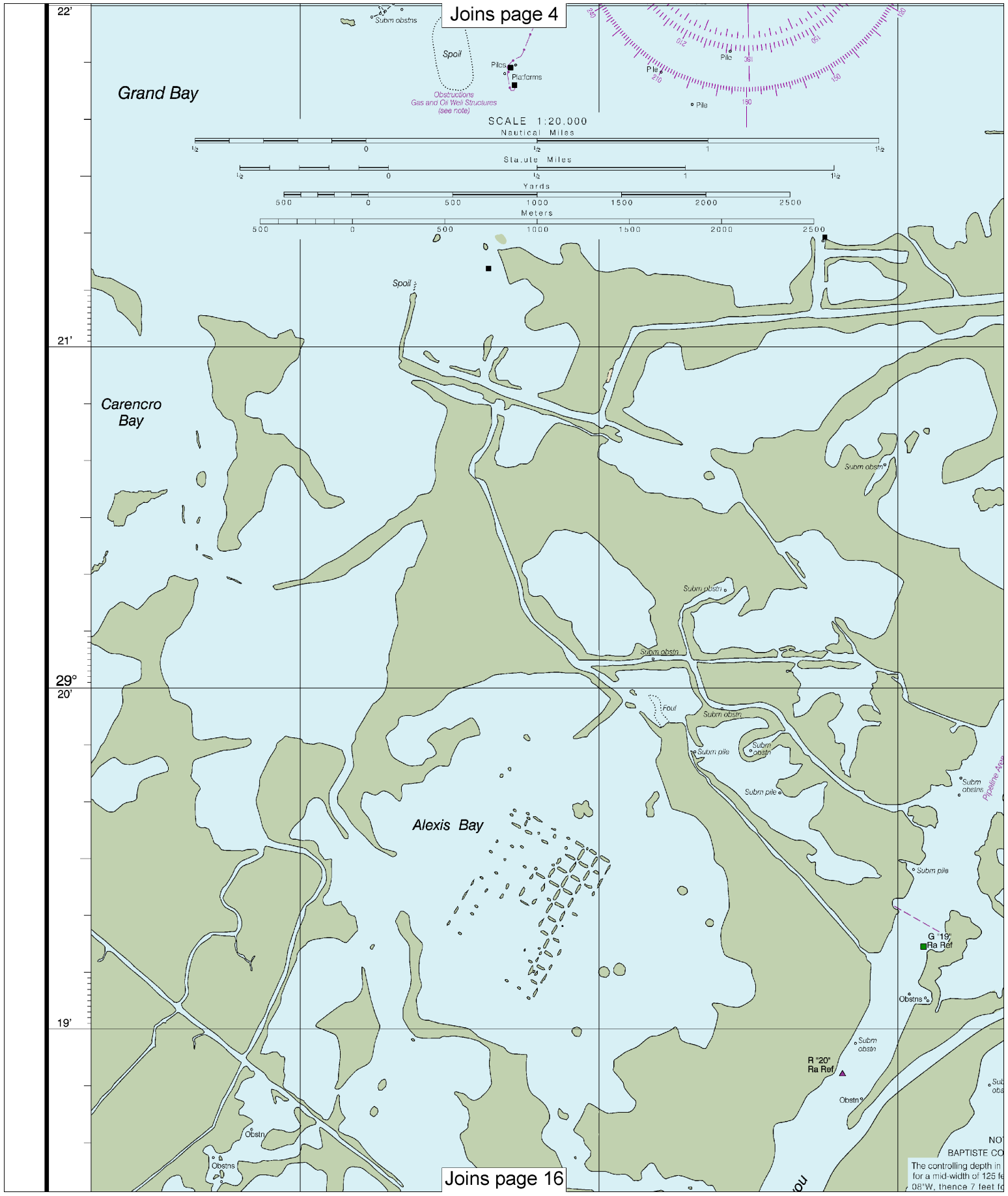
Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Jun 2016)

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

Joins page 15



10

Note: Chart grid lines are aligned with true north.

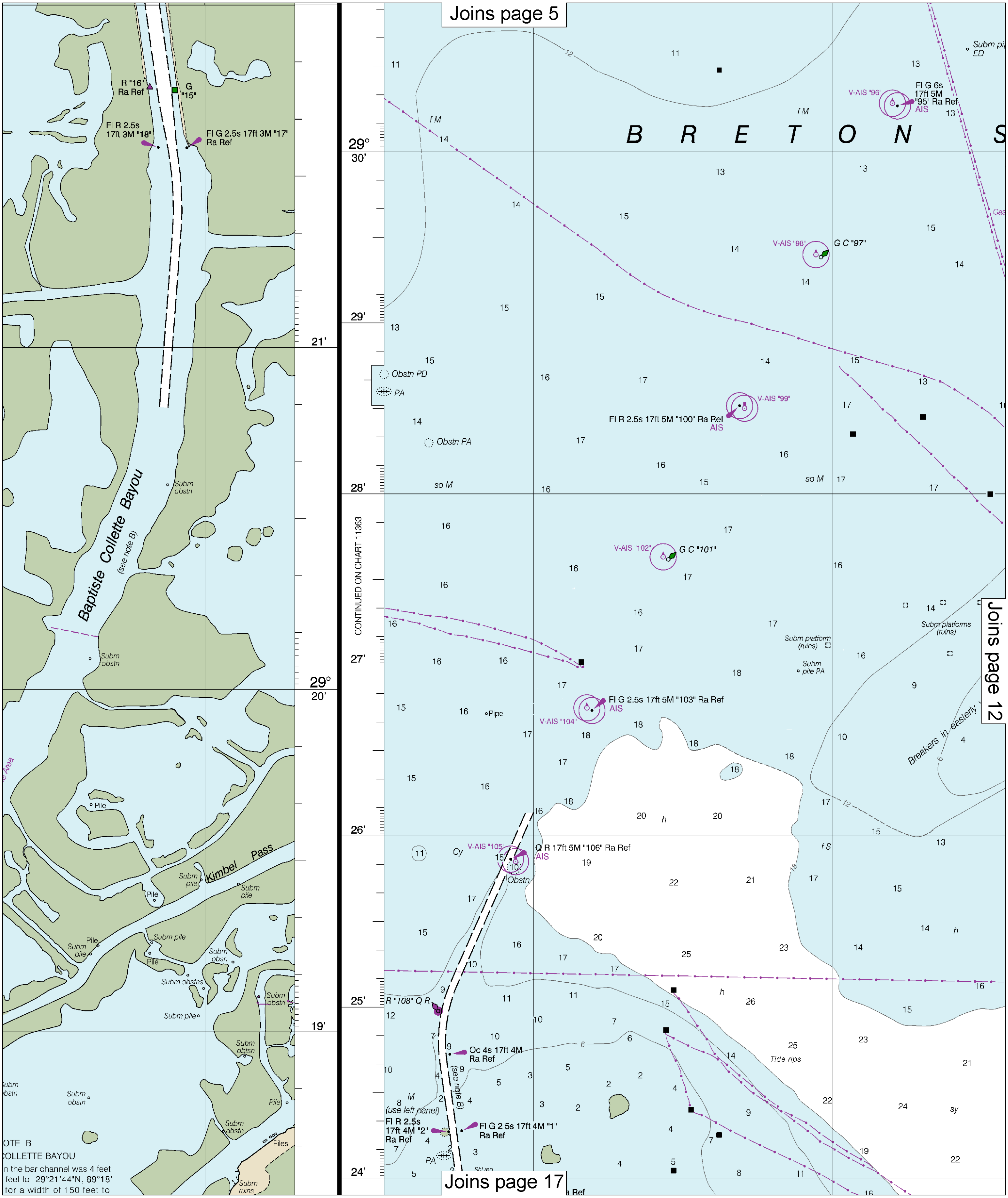
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles

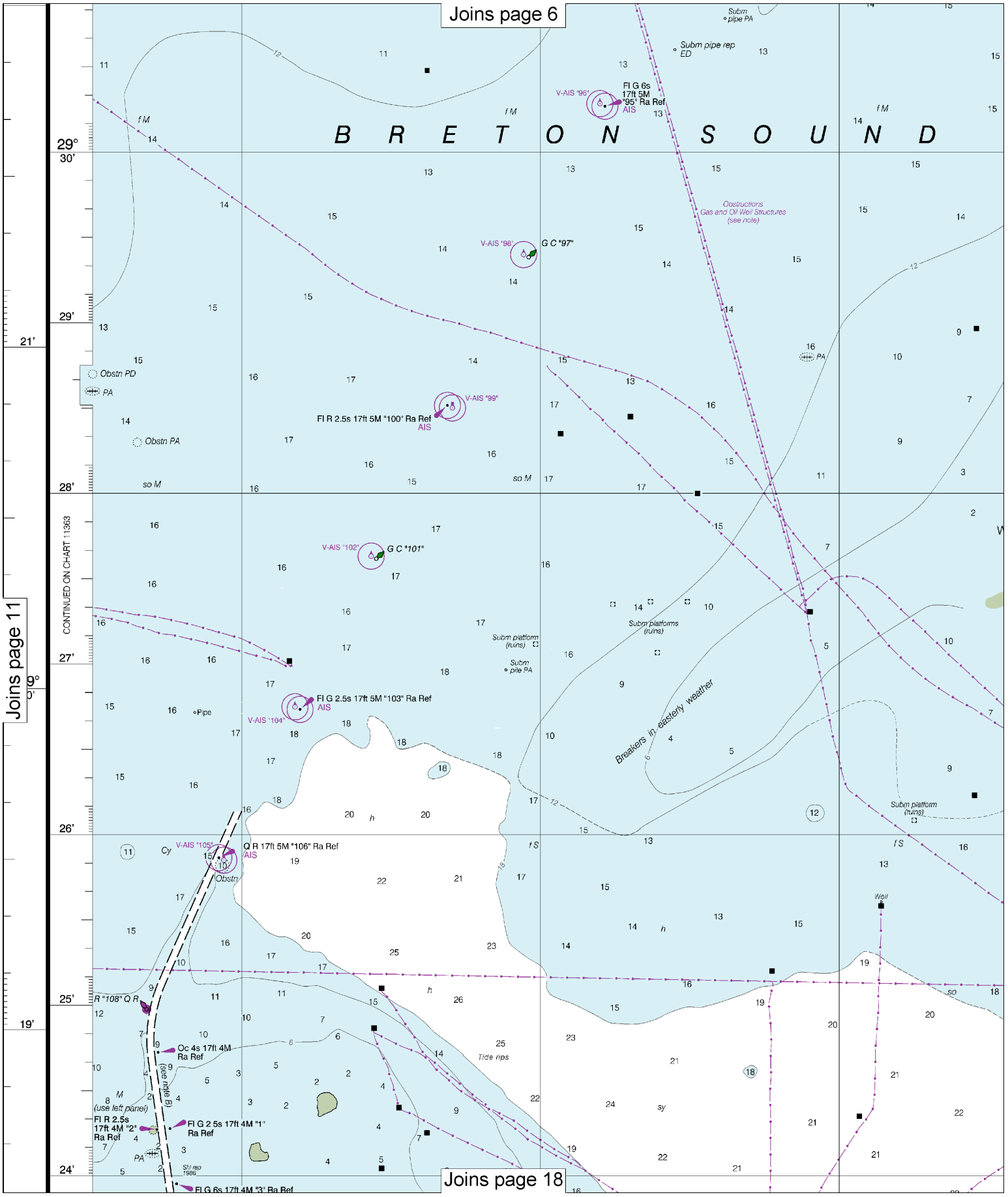
0 1 1 ½

Yards

500 0 500 1000 1500 2000 2500



Joins page 5
Joins page 12
Joins page 17
B R E T O N S
Baptiste Collette Bayou
(see note B)
Kimbel Pass
R "16" Ra Ref
G "15"
Fl R 2.5s 17ft 3M "18"
Fl G 2.5s 17ft 3M "17" Ra Ref
Fl G 6s 17ft 5M "95" Ra Ref AIS
V-AIS "96"
V-AIS "98"
G C "97"
Fl R 2.5s 17ft 5M "100" Ra Ref AIS
V-AIS "99"
V-AIS "102"
G C "101"
Fl G 2.5s 17ft 5M "103" Ra Ref AIS
V-AIS "104"
Q R 17ft 5M "106" Ra Ref AIS
V-AIS "105"
R "108" Q R
Oc 4s 17ft 4M Ra Ref
Fl R 2.5s 17ft 4M "2" Ra Ref
Fl G 2.5s 17ft 4M "1" Ra Ref
(use left panel)
Obstn PD
Obstn PA
PA
Subm platforms (ruins)
Subm platform (ruins)
Subm pile PA
Breakers in easterly
Tide rips
CONTINUED ON CHART 11363
29° 30'
29'
28'
27'
26'
25'
24'
21'
29° 20'
19'
OTE B
COLLETTE BAYOU
n the bar channel was 4 feet
feet to 29°21'44"N, 89°18'
for a width of 150 feet to

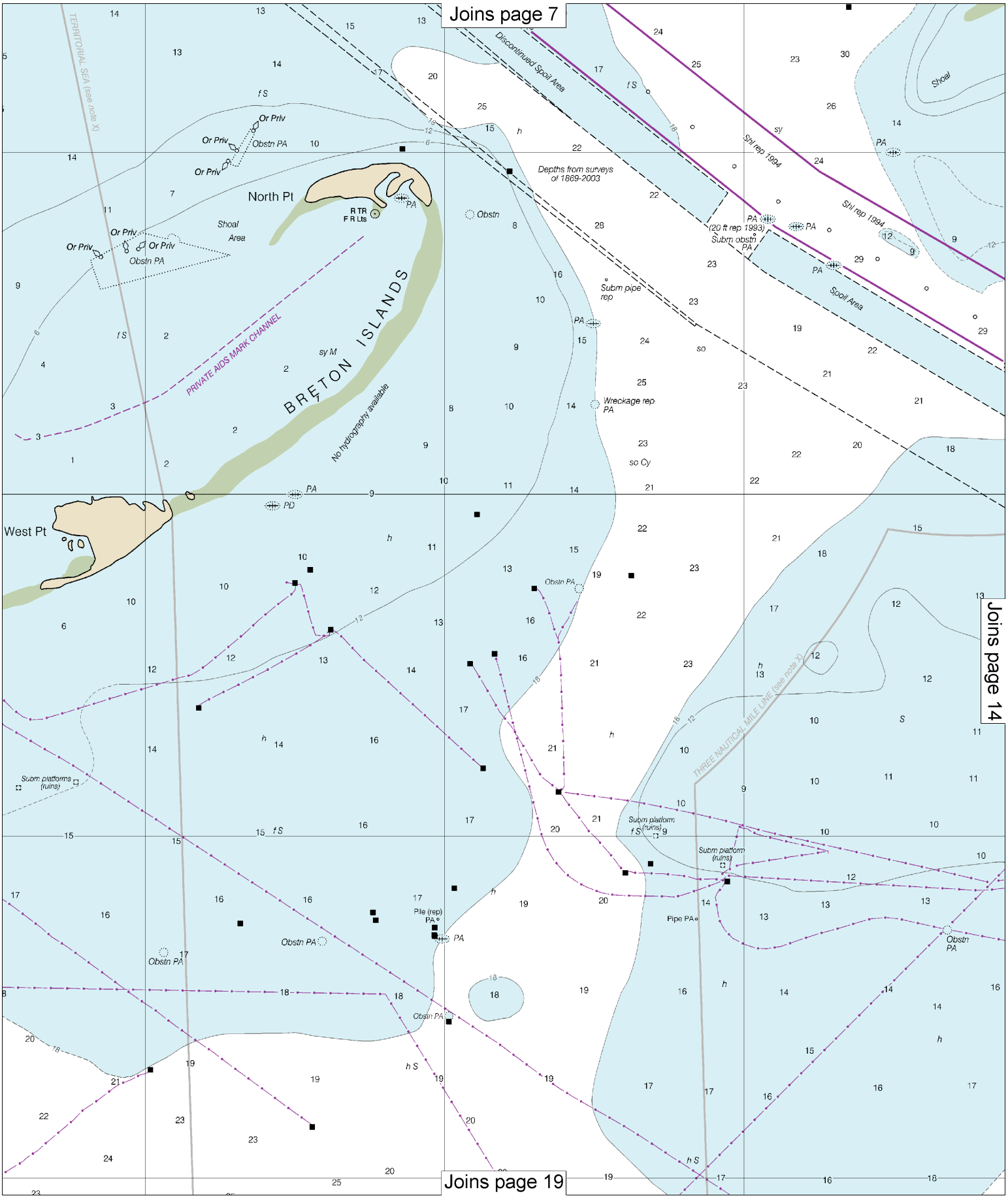


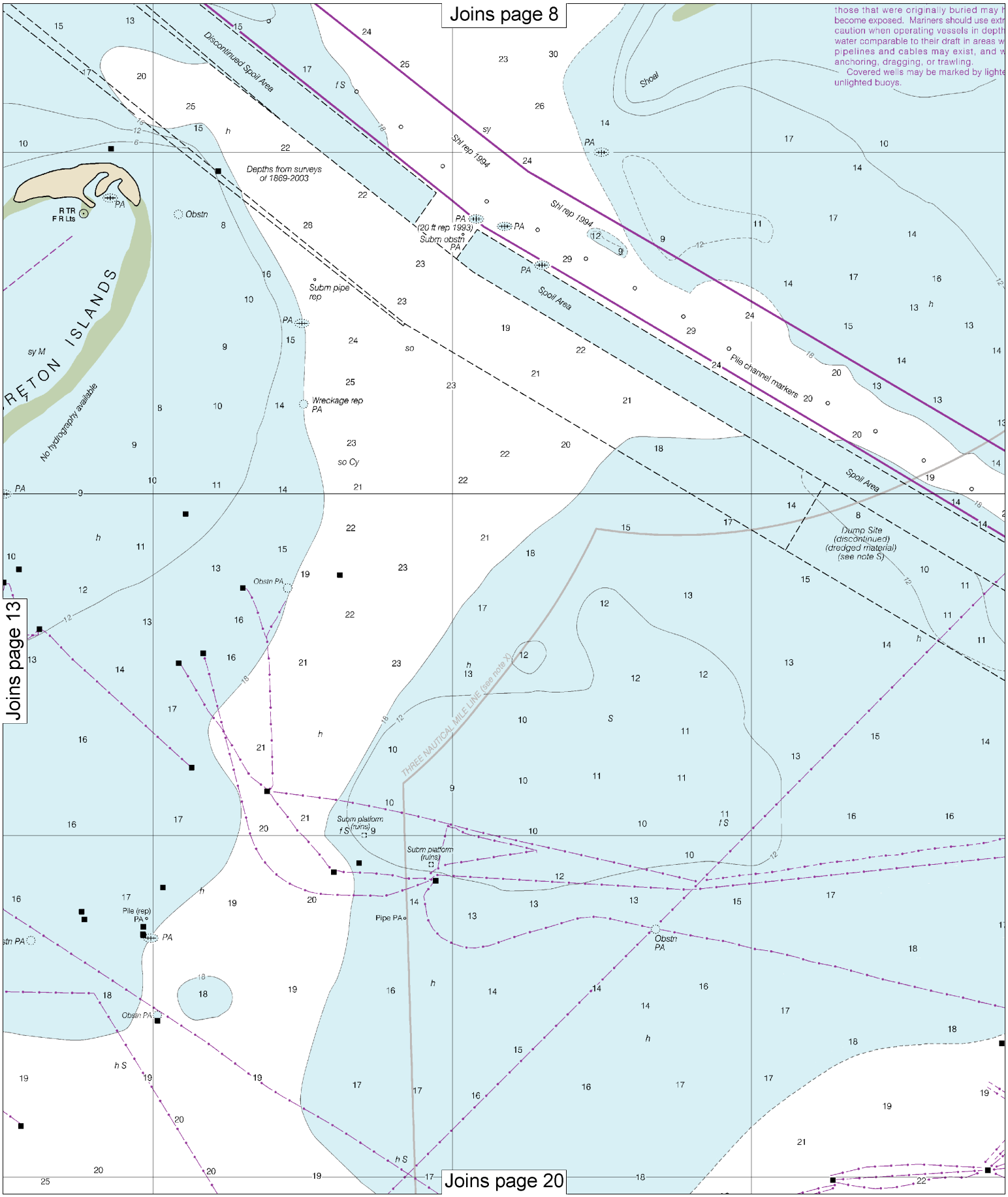
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500


Joins page 7
Joins page 14
Joins page 19
BRETON ISLANDS
North Pt
West Pt
Shoal Area
Or Priv
Obstn PA
PRIVATE AIDS MARK CHANNEL
No hydrography available
R TR
F R Lts
PA
Obstn
Depths from surveys of 1869-2003
Discontinued Spoil Area
Shl rep 1994
(20 ft rep 1993)
Subm obstn
Subm pipe rep
Spoil Area
Wreckage rep
PA
PD
so Cy
sy M
f S
h S
Subm platforms (ruins)
Subm platform (ruins)
Pile (rep)
Pipe PA
Shoal
THREE NAUTICAL MILE LINE (see note X)
TERRITORIAL SEA (see note X)



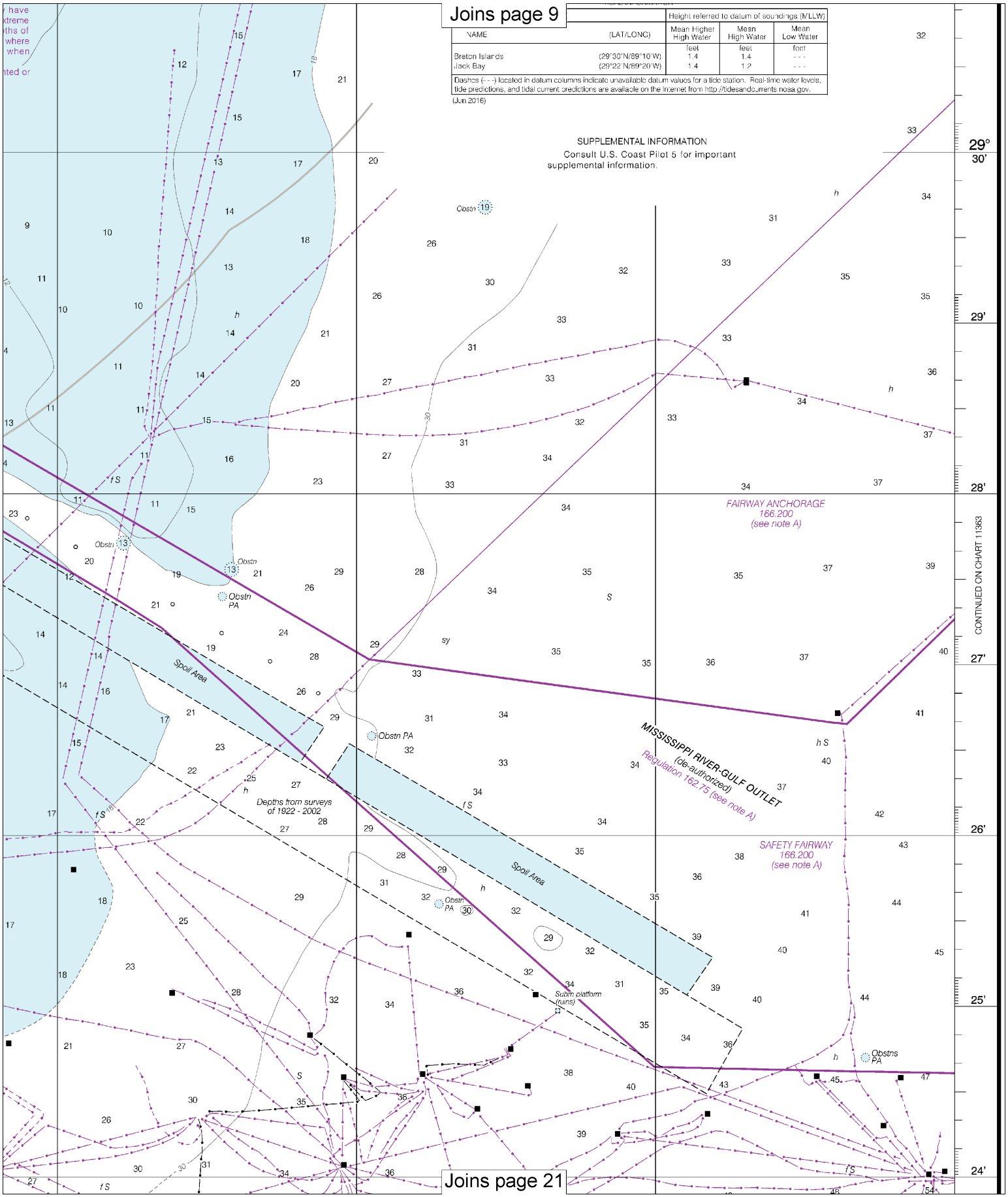
14

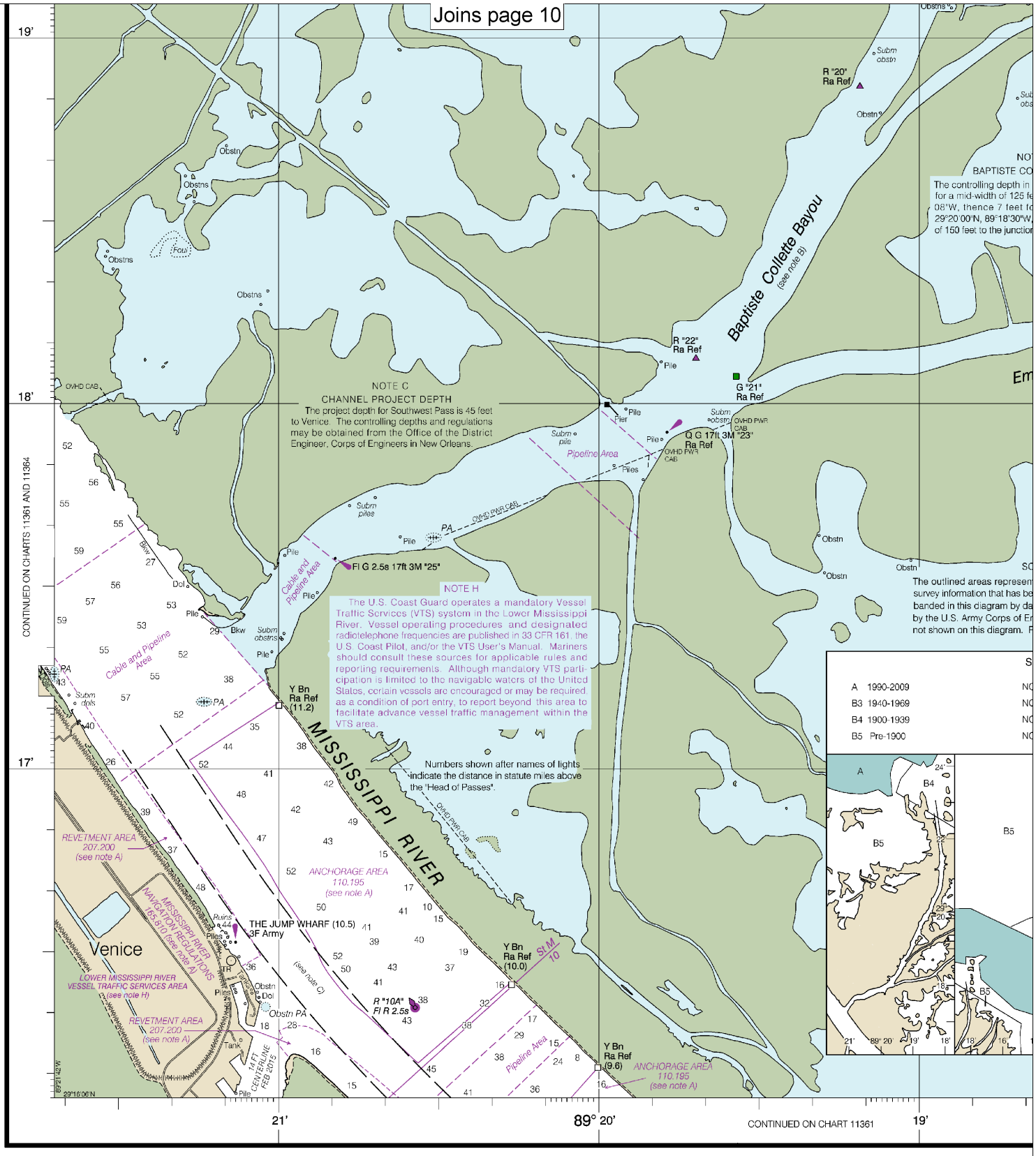
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500


Joins page 9
Height referred to datum of soundings (MLLW)
NAME (LAT/LONG) Mean Higher High Water Mean High Water Mean Low Water
Breton Islands (29°30'N/89°10'W) 1.4 1.4 - - -
Jack Bay (29°22'N/89°20'W) 1.4 1.2 - - -
Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Jun 2016)
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.
29° 30'
29'
28'
27'
26'
25'
24'
FAIRWAY ANCHORAGE
166.200
(see note A)
MISSISSIPPI RIVER-GULF OUTLET
(de-authorized)
Regulation 162.75 (see note A)
SAFETY FAIRWAY
166.200
(see note A)
Spoil Area
Spoil Area
Depths from surveys of 1922 - 2002
Obstn
Obstn PA
Obstns PA
Subm. platform (ruins)
CONTINUED ON CHART 11363
Joins page 21



11353

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to sub
about this chart at http://www.nautic

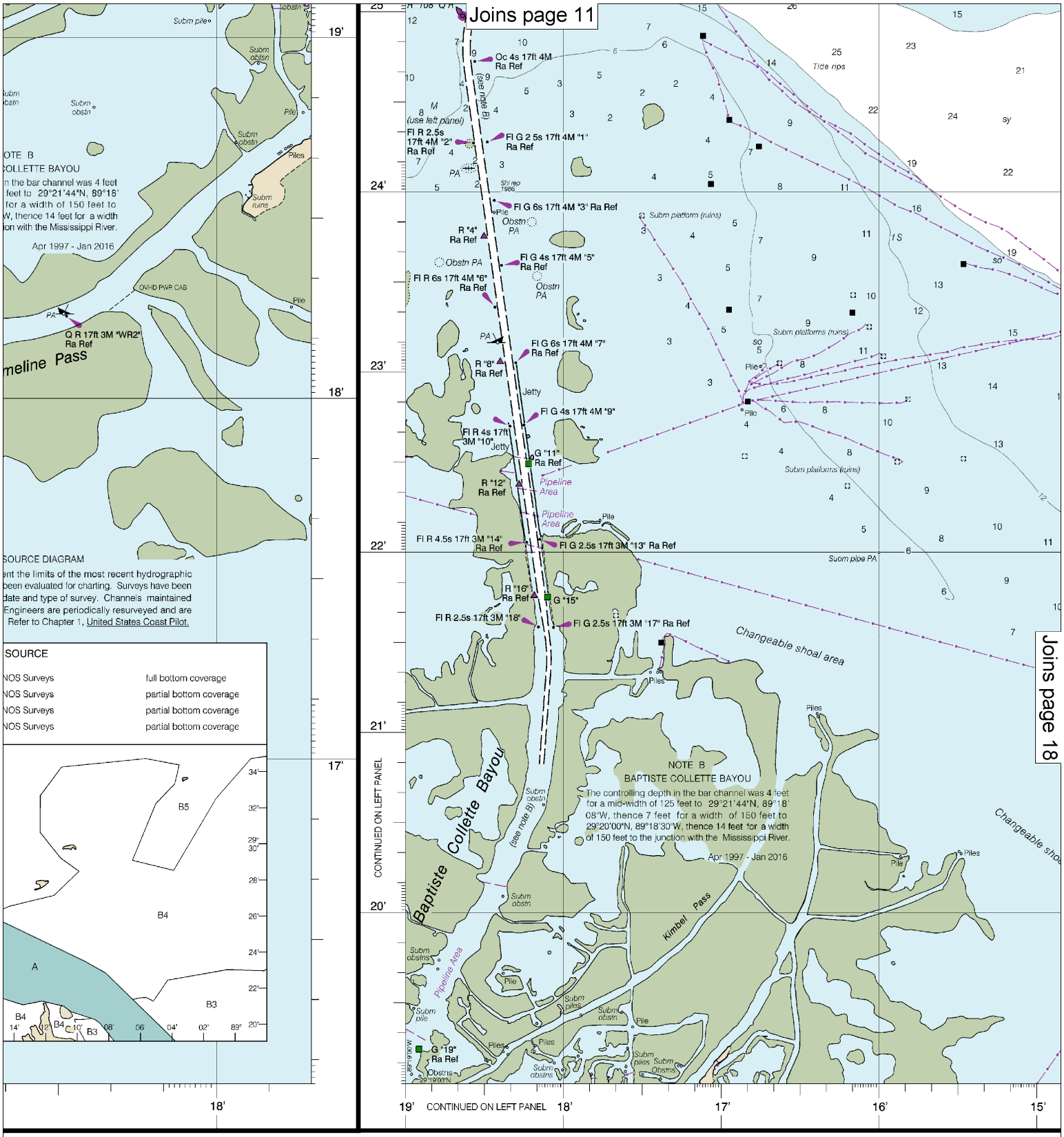
8th Ed., Jul. 2016. Last Correction: 11/2/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4416 (10/29/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500



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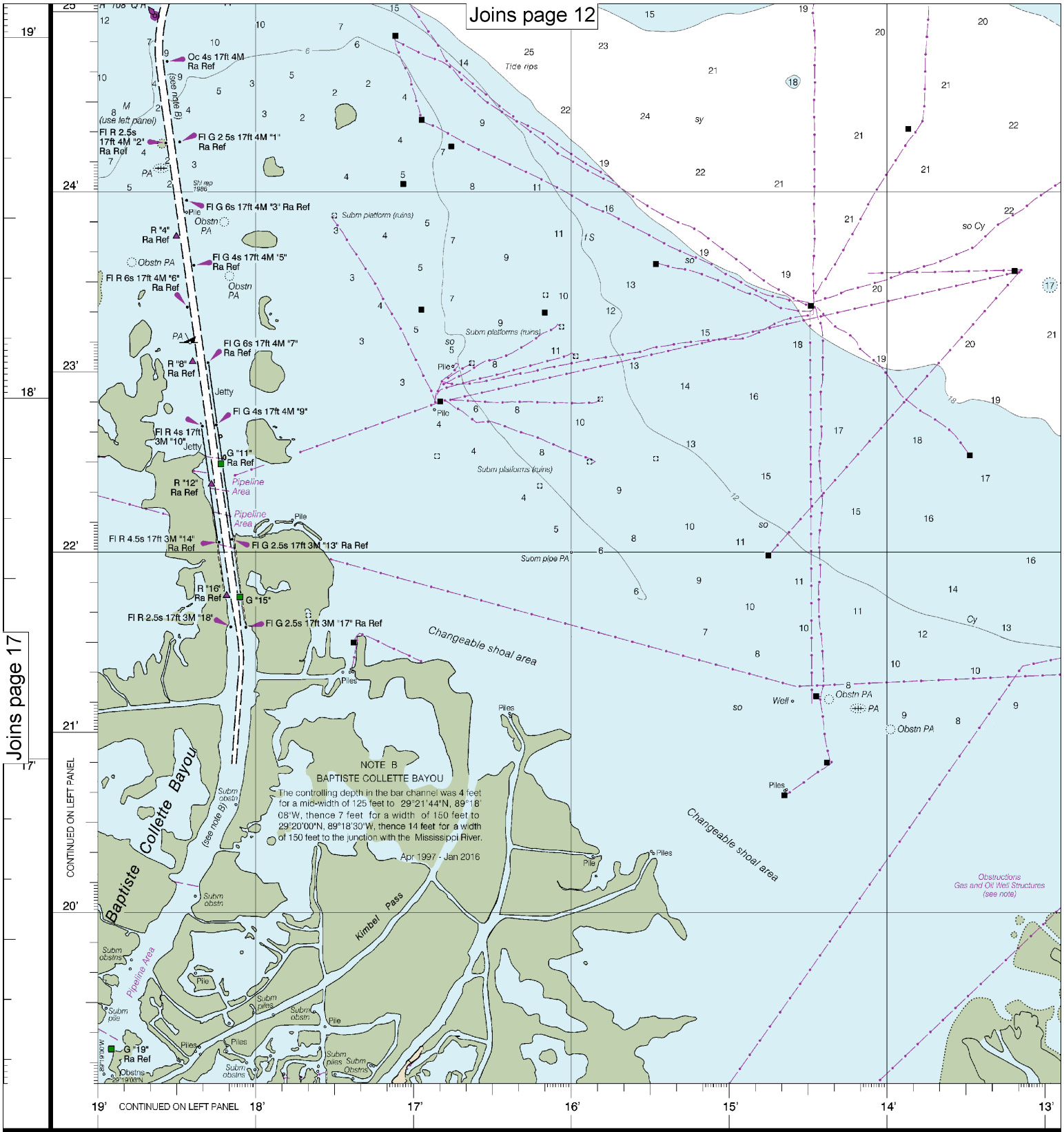
licalcharts.noaa.gov/staff/contact.htm.



SOUNDINGS IN FEET

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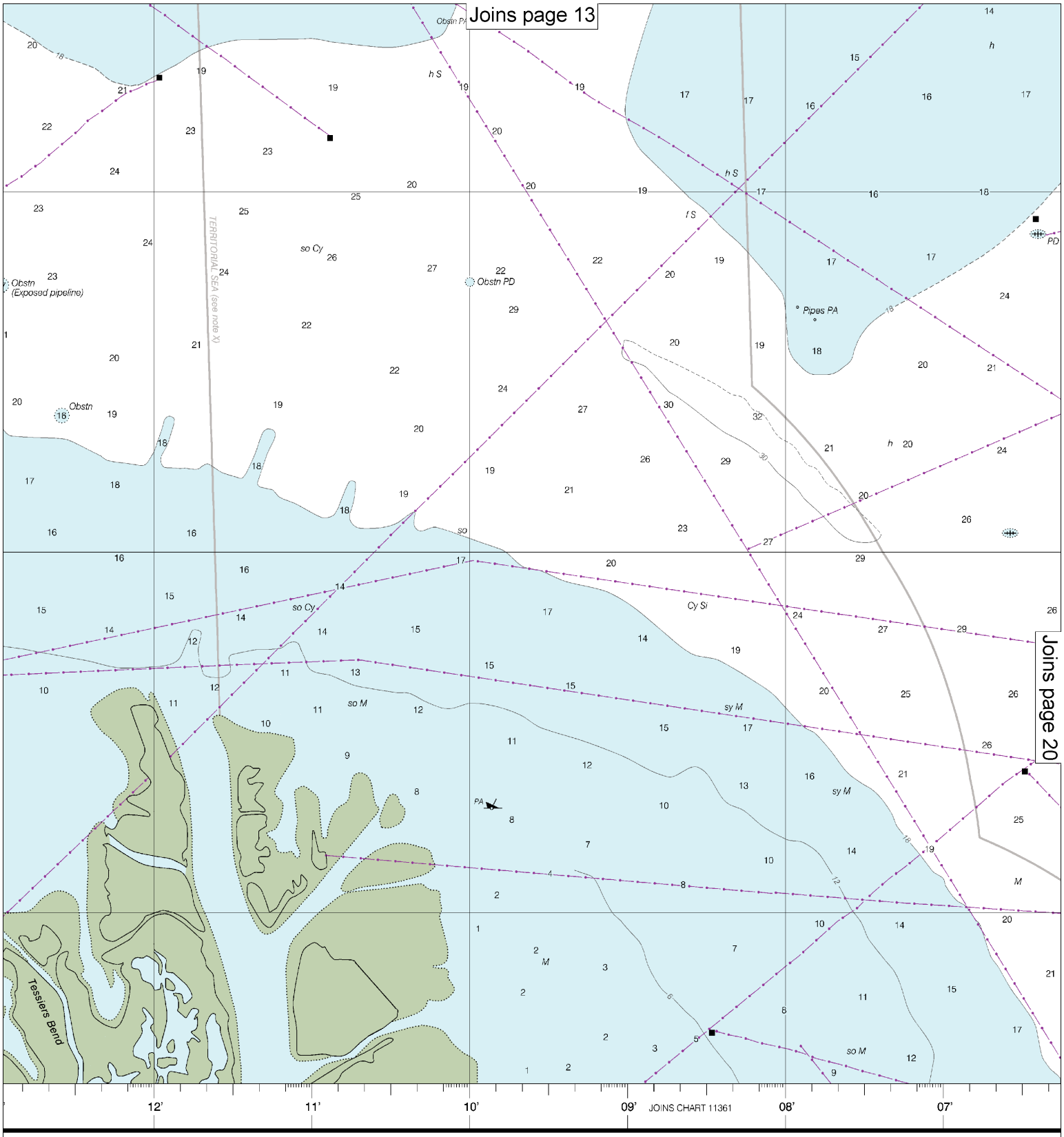
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500



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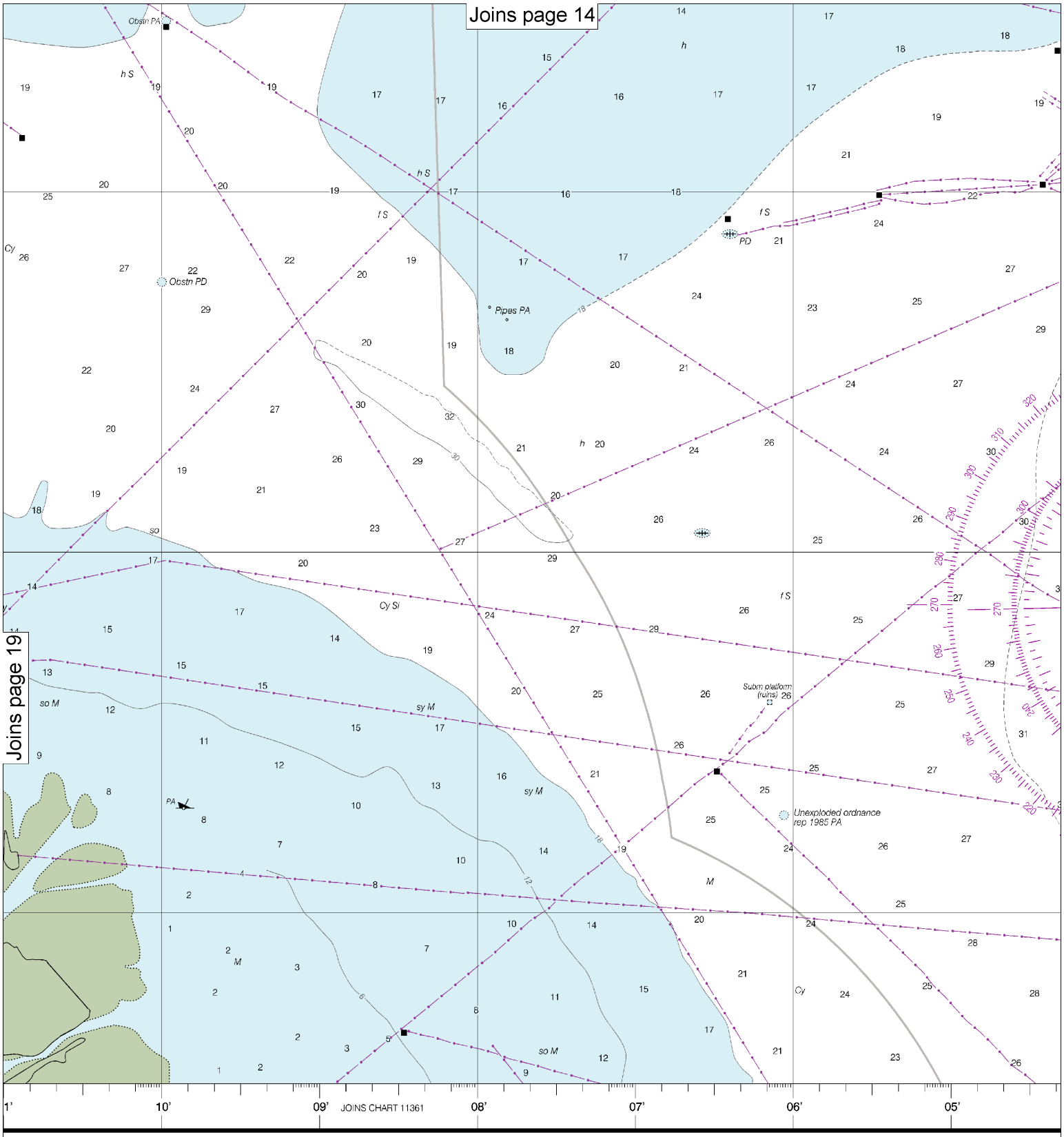

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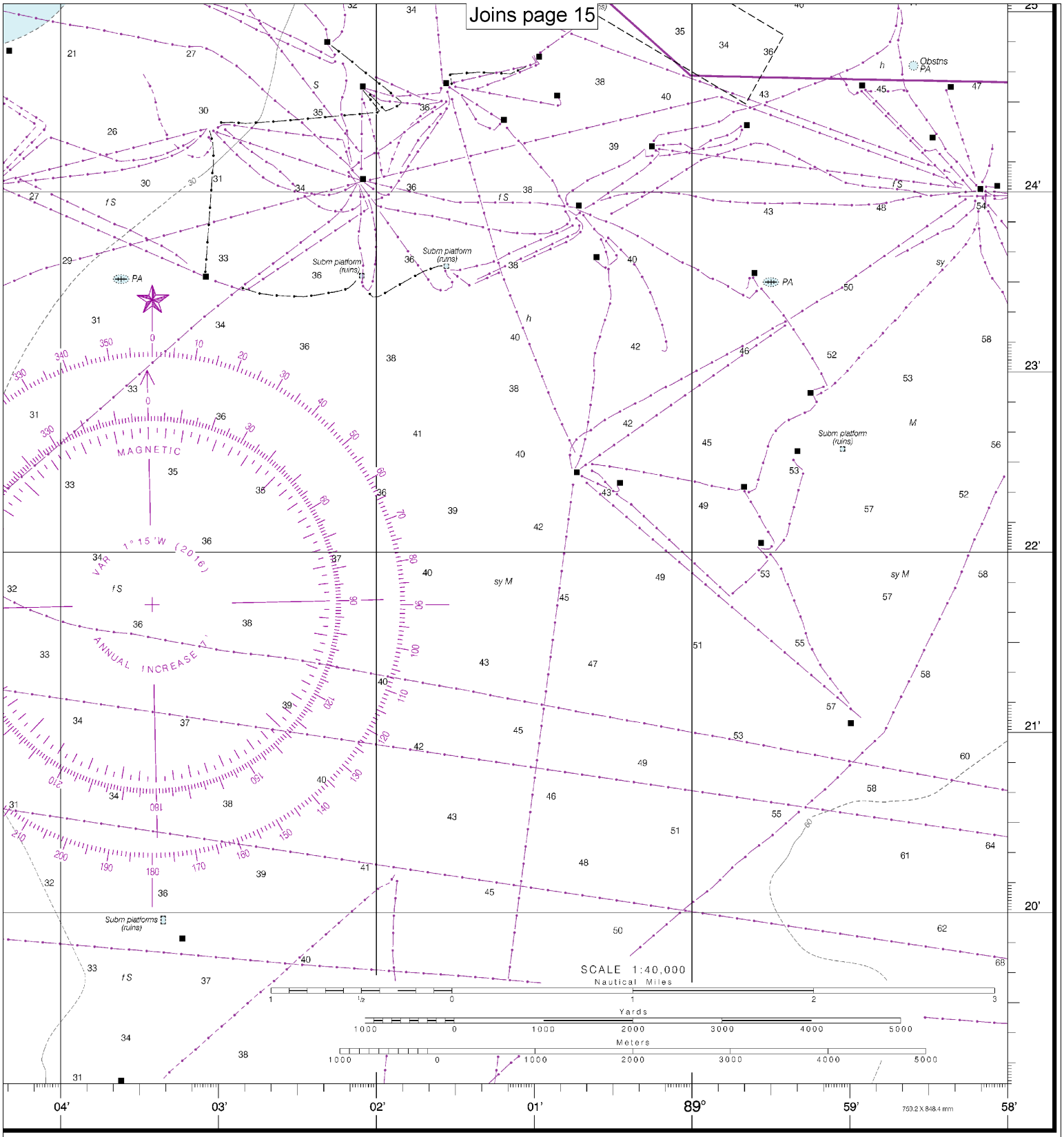
Nautical Miles

0 1 1½

Yards

500 0 500 1000 1500 2000 2500



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Baptiste Collette Bayou to
Mississippi River - Gulf Outlet

SOUNDINGS IN FEET - SCALE 1:40,000

11353

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
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National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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